TPB Steering Committee
Item 1b
TPB SR3 -2027
September 4, 2026

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-14.2 (MDOT STIP) WHICH ADDS FUNDING TO A BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT ALONG MD 210 AND THE CONGRESSIONAL EARMARK PROJECT GROUPING, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION – STATE HIGHWAY ADMINISTRATION (MDOT SHA)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, MDOT SHA has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-14.2, which

- (**T13908**) **MD 210 Bicycle and Pedestrian Connectivity Project – Phase 1 Improvements** adds a total project cost of $3,917,665 utilizing $3,134,134 in National Highway Performance Program (NHPP) funds and $783,531 in state funds for the preliminary engineering (PE) phase and shifts right-of-way (ROW) and utility (UT) funds to TIP out years.
- (**T5838**) **Congressional Earmark Projects** adds a total project cost of $6,420,251 utilizing $4,200,306 in Earmark – Community Project Funding (CPF) funds and $2,219,945 in local funds for the PE and construction (CON) phases.

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-14.2 creating the 14th amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from MDOT SHA dated August 21, 2026, requesting the amendments,

ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-14.2, which

- (**T13908**) **MD 210 Bicycle and Pedestrian Connectivity Project – Phase 1 Improvements** adds a total project cost of $3,917,665 utilizing $3,134,134 in NHPP funds and $783,531 in state funds for the PE phase and shifts ROW and UT funds to TIP out years.
- (**T5838**) **Congressional Earmark Projects** adds a total project cost of $6,420,251 utilizing $4,200,306 in CPF funds and $2,219,945 in local funds for the PE and CON phases.

August 21, 2026

The Honorable Neil Harris
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Harris:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) for two existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2026-2029 for the projects listed below, and this action does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5838	Congressional Earmark Projects	26-29: $ 6,420 Total: $ 6,420	Adds new preliminary engineering and construction funds.
13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	26-29: $44 Total: $ 3,918	Adds new preliminary engineering funds and shifts right-of-way and utility funds to TIP out years.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The Honorable Neil Harris
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

Kari M Snyder

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

MEMORANDUM

TO:	MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY (OPPPD) DIRECTOR MICHELLE MARTIN
ATTN:	OPPPD REGIONAL PLANNER KARI SNYDER OPPPD REGIONAL PLANNER DAN JANOUSEK OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN
FROM:	REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) CHIEF TARA PENDERS 8/17/2026
SUBJECT:	REQUEST TO AMEND THE FISCAL YEAR (FY) 2026-2029 NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DATE:	AUGUST 17, 2026
RESPONSE REQUESTED BY:	N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests the amendment of the FY 2026-2029 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5838	Congressional Earmark Projects	PE CO	$1,011,000 $5,409,251
T13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	PE RW UT	$43,720 ($479,480) ($479,480)

ANALYSIS

Congressional Earmark Projects (TPB 5838) – This amendment reflects the addition of the Pope's Creek Trail - Trail Design and the MD 190 Fisher Avenue Streetscape as component projects of the TPB# 5838 grouped project. This amendment reflects the addition of $250,000 in preliminary engineering funds to the FY 2026-2029 TPB TIP for the Pope's Creek Trail - Trail Design component project and the addition of $761,000 in preliminary engineering funds for the MD 190 Fisher Avenue Streetscape component project, a total of $1,011,000. This amendment reflects the shift of $87,000 in existing funds from FY

2025 to FY 2027 to keep all funds within TIP years. The TPB rules prohibit grouped projects having funds outside of the 2026-2029 TIP years. This amendment also reflects the addition of $5,409,251 in funds for the construction phase of the MD 190 Fisher Avenue Streetscape component project. This amendment accommodates SHA updated programmed project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $2,100,000 to $8,520,251.

MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements (TPB 13908) – This amendment reflects the addition of $3,216,159 and the reduction of $3,172,439 in preliminary engineering funds to the FY 2026-2029 TPB TIP, a net increase of $43,720. This amendment reflects the shift of $479,480 in right-of-way funds and $479,480 in utility funds from the TIP to beyond the TIP years to reflect the most up-to-date budget, which includes programmed funds beyond TIP years. The redistribution of these funds do not result in a change in the $1,000,000 in total programmed funding for the right-of-way phase and the $1,000,000 in total programmed funding for utilities. This amendment accommodates SHA updated programmed project expenditures and project schedules in FY 2026-2029. The project's total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from $16,657,335 to $20,575,000, which also includes the increase of $323,945 in preliminary engineering funds and the increase of $3,550,000 in construction funds beyond TIP years, and funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

The attached Statewide TIP (STIP) report documents MDOT's requested modification with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2026-2031 Consolidated Transportation Program (https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27) and FY 2025-2028 Maryland STIP (https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117).

Please modify the FY 2026-2029 TPB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD, Office of Planning and Preliminary Engineering (OPPE) Regional Planner, Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- Srikanth (MWCOG DTP) to Rodgers (SHA) TPB TIP administrative modification approval for T5838 and T13908
- Appendix B of the FY 2026-2029 TIP - Definitions for amendments and administrative modifications
- FY 2026-2029 TPB TIP project T5838 report
- FY 2025-2028 Maryland STIP project TPB 5838 report
- FY 2026-2029 TPB TIP project T13908 report
- FY 2025-2028 Maryland STIP project TPB 13908 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, OPPE, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. Scott Hansen, Regional Planner, RIPD, OPPE, SHA
Eric Holmberg, P.E., Project Manager, Project Management Division, OPPE, SHA
Ms. Cheryl Ladota, Chief, Grants and Programs Management Division (GPMD), OPPE, SHA
Ms. Molly Porter, Bicycle and Pedestrian Programs Team Leader, GPMD, OPPE, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Four projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg, The Pope's Creek Trail - Trail Design in Charles County, and The MD 190 Fisher Avenue Streetscape. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Plan Revision:	26-14.2 (MDOT STIP)
Record Type:	Grouped
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	$8,520,251

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	$685,000	$404,000	$0	$0	$1,089,000
Preliminary Engineering	LOCAL	$172,000	$100,000	$0	$0	$272,000
Total Preliminary Engineering		$857,000	$504,000	$0	$0	$1,361,000
Construction	Earmark - CPF	$245,000	$1,358,414	$1,809,244	$1,378,648	$4,791,306
Construction	LOCAL	$61,000	$602,663	$907,211	$797,071	$2,367,945
Total Construction		$306,000	$1,961,077	$2,716,455	$2,175,719	$7,159,251
TIP Total		$1,163,000	$2,465,077	$2,716,455	$2,175,719	$8,520,251
Total Programmed		$1,163,000	$2,465,077	$2,716,455	$2,175,719	$8,520,251

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T5838

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
Congressional Earmarks Projects (TPB T5838)	B	Nonattainment	n/a	$ 1,614	$ 404	**$ 2,018**
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	N/A	$ 2,887	$ 1,439	**$ 4,326**

Description Congressional earmarks are non-SHA projects that receive federal funding through Congressonal action. Since these earmarks are granted via a transportation spending bill, SHA administers these funds. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors.

Justification Project funding flows included in the FY 2025-2028 TIP are determined based on current schedules for projects utilitizing congressional earmark funding and an estimate of planned projects within TPB MPO boundaries.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other

MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ 87**	**$ 569**	**$ 745**	**$ 617**	**$ 2,018**
	Federal	$ 70	$ 455	$ 596	$ 493	$ 1,614
	State/Local	$ 17	$ 114	$ 149	$ 124	$ 404
Proposed (000s)	**Total**	**$ -**	**$ 1,163**	**$ 2,465**	**$ 2,716**	**$ 6,344**
	Federal	$ -	$ 930	$ 1,762	$ 1,809	$ 4,501
	State/Local	$ -	$ 233	$ 703	$ 907	$ 1,843
Change (000s)	**Total**	**$ (87)**	**$ 594**	**$ 1,720**	**$ 2,099**	**$ 4,326**
	Federal	$ (70)	$ 475	$ 1,166	$ 1,316	$ 2,887
	State/Local	$ (17)	$ 119	$ 554	$ 783	$ 1,439

PHASE DETAIL

Current

Phase	Funding	FY 2025 Federal	FY 2025 State/Local	FY 2026 Federal	FY 2026 State/Local	FY 2027 Federal	FY 2027 State/Local	FY 2028 Federal	FY 2028 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PP	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*CPF*	$ 70	$ -	$ 210	$ -	$ -	$ -	$ -	$ -	$ 280	$ -	$ 280
	Local	$ -	$ 17	$ -	$ 53	$ -	$ -	$ -	$ -	$ -	$ 70	$ 70
RW	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*CPF*	$ -	$ -	$ 245	$ -	$ 596	$ -	$ 493	$ -	$ 1,334	$ -	$ 1,334
	Local	$ -	$ -	$ -	$ 61	$ -	$ 149	$ -	$ 124	$ -	$ 334	$ 334
Other	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 70**	**$ 17**	**$ 455**	**$ 114**	**$ 596**	**$ 149**	**$ 493**	**$ 124**	**$ 1,614**	**$ 404**	**$ 2,018**

Proposed

Phase	Funding	FY 2025 Federal	FY 2025 State/Local	FY 2026 Federal	FY 2026 State/Local	FY 2027 Federal	FY 2027 State/Local	FY 2028 Federal	FY 2028 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PP	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*CPF*	$ -	$ -	$ 685	$ -	$ 404	$ -	$ -	$ -	$ 1,089	$ -	$ 1,089
	Local	$ -	$ -	$ -	$ 172	$ -	$ 100	$ -	$ -	$ -	$ 272	$ 272
RW	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*CPF*	$ -	$ -	$ 245	$ -	$ 1,358	$ -	$ 1,809	$ -	$ 3,412	$ -	$ 3,412
	Local	$ -	$ -	$ -	$ 61	$ -	$ 603	$ -	$ 907	$ -	$ 1,571	$ 1,571
Other	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ 930**	**$ 233**	**$ 1,762**	**$ 703**	**$ 1,809**	**$ 907**	**$ 4,501**	**$ 1,843**	**$ 6,344**

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*CPF*	$ (70)	$ -	$ 475	$ -	$ 404	$ -	$ -	$ -	$ 809	$ -	$ 809
	Local	$ -	$ (17)	$ -	$ 119	$ -	$ 100	$ -	$ -	$ -	$ 202	$ 202
RW	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*CPF*	$ -	$ -	$ -	$ -	$ 762	$ -	$ 1,316	$ -	$ 2,078	$ -	$ 2,078
	Local	$ -	$ -	$ -	$ -	$ -	$ 454	$ -	$ 783	$ -	$ 1,237	$ 1,237
Other	*CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ (70)**	**$ (17)**	**$ 475**	**$ 119**	**$ 1,166**	**$ 554**	**$ 1,316**	**$ 783**	**$ 2,887**	**$ 1,439**	**$ 4,326**

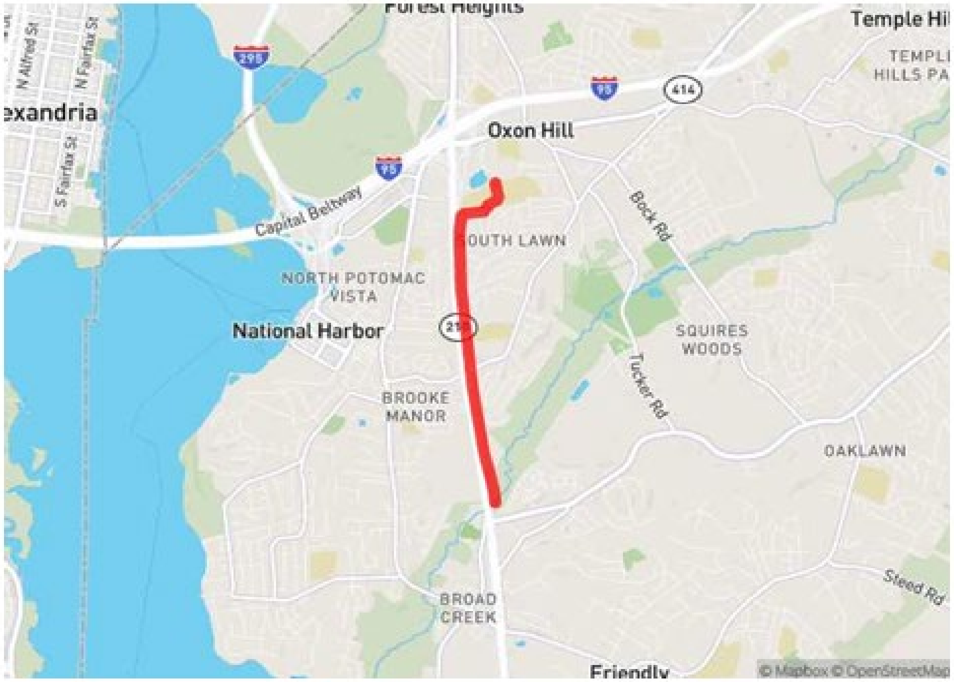
TOTAL PROJECT COST							
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ -	Federal	$ 4,501	Federal	$ 1,379	Federal	$ 5,880
State/Local	$ -	State/Local	$ 1,843	State/Local	$ 797	State/Local	$ 2,640
Total	**$ -**	**Total**	**$ 6,344**	**Total**	**$ 2,176**	**Total**	**$ 8,520**

*Note - $70,000 in CPF Earmark funds and $17,000 in Local funds are being shifted from FY 2025 to FY 2027. Like areawide projects, TPB rules prohibit grouped projects showing funds outside of the 2026-2029 TIP years.

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Plan Revision:	26-14.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Estimated Completion Year:	2033
Total Cost:	$20,575,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	$0	$1,036,300	$1,039,138	$1,036,300	$3,111,738
Preliminary Engineering	DC/STATE	$103,000	$0	$0	$0	$103,000
Preliminary Engineering	LOCAL	$0	$34,775	$34,870	$34,776	$104,421
Preliminary Engineering	NHPP	$411,000	$0	$0	$0	$411,000
Total Preliminary Engineering		$514,000	$1,071,075	$1,074,008	$1,071,076	$3,730,159
Right of Way	BUILD	$0	$18,879	$230,315	$229,685	$478,879
Right of Way	LOCAL	$0	$1,642	$20,026	$19,973	$41,641
Total Right of Way		$0	$20,521	$250,341	$249,658	$520,520
Utility	BUILD	$0	$18,879	$230,315	$229,685	$478,879
Utility	LOCAL	$0	$1,642	$20,026	$19,973	$41,641
Total Utility		$0	$20,521	$250,341	$249,658	$520,520
-	BUILD	$0	$0	$0	$0	$0
-	DC/STATE	$0	$0	$0	$0	$0
-	LOCAL	$0	$0	$0	$0	$0

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
-	NHPP	$0	$0	$0	$0	$0
TIP Total		$514,000	$1,112,117	$1,574,690	$1,570,392	$4,771,199
Total Prior Costs		$0	$0	$0	$0	$1,411,000
Total Future Costs		$0	$0	$0	$0	$14,392,801
Total Programmed		$514,000	$1,112,117	$1,574,690	$1,570,392	$20,575,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13908 MC#25-137 Apprvd 6/4/2026

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements *(PGA281)*	B	Exempt	tbd	$ 4,337	$ 416	**$ 4,753**
	Administration	Area/MPO	CTP Page	Net Funding Change (000s) Federal	State/Local	**Total**
	SHA	TPB	n/a	$ (942)	$ (96)	**$ (1,038)**

Description: Bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Justification: The project encourages safe pedestrian and bicyclist travel along the MD 210 corridor.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ 514**	**$ 2,114**	**$ 674**	**$ 1,451**	**$ 4,753**
	Federal	$ 411	$ 2,011	$ 569	$ 1,346	$ 4,337
	State/Local	$ 103	$ 103	$ 105	$ 105	$ 416
Proposed (000s)	**Total**	**$ 514**	**$ 514**	**$ 1,113**	**$ 1,574**	**$ 3,715**
	Federal	$ 411	$ 411	$ 1,074	$ 1,499	$ 3,395
	State/Local	$ 103	$ 103	$ 39	$ 75	$ 320
Change (000s)	**Total**	**$ -**	**$ (1,600)**	**$ 439**	**$ 123**	**$ (1,038)**
	Federal	$ -	$ (1,600)	$ 505	$ 153	$ (942)
	State/Local	$ -	$ -	$ (66)	$ (30)	$ (96)

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*NHPP/State*	$ 411	$ 103	$ 411	$ 103	$ 419	$ 105	$ 420	$ 105	$ 1,661	$ 416	$ 2,077
	BUILD/Local	$ -	$ -	$ 1,600	$ -	$ -	$ -	$ -	$ -	$ 1,600	$ -	$ 1,600
RW	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ 39	$ -	$ 481	$ -	$ 520	$ -	$ 520
UT	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ 111	$ -	$ 445	$ -	$ 556	$ -	$ 556
CO	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 411**	**$ 103**	**$ 2,011**	**$ 103**	**$ 569**	**$ 105**	**$ 1,346**	**$ 105**	**$ 4,337**	**$ 416**	**$ 4,753**

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*NHPP/State*	$ 411	$ 103	$ 411	$ 103	$ -	$ -	$ -	$ -	$ 822	$ 206	$ 1,028
	BUILD/Local	$ -	$ -	$ -	$ -	$ 1,036	$ 35	$ 1,039	$ 35	$ 2,075	$ 70	$ 2,145
RW	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ 19	$ 2	$ 230	$ 20	$ 249	$ 22	$ 271
UT	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ 19	$ 2	$ 230	$ 20	$ 249	$ 22	$ 271
CO	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ 411**	**$ 103**	**$ 411**	**$ 103**	**$ 1,074**	**$ 39**	**$ 1,499**	**$ 75**	**$ 3,395**	**$ 320**	**$ 3,715**

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	*NHPP/State*	$ -	$ -	$ -	$ -	$ (419)	$ (105)	$ (420)	$ (105)	$ (839)	$ (210)	$ (1,049)
	BUILD/Local	$ -	$ -	$ (1,600)	$ -	$ 1,036	$ 35	$ 1,039	$ 35	$ 475	$ 70	$ 545
RW	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ (20)	$ 2	$ (251)	$ 20	$ (271)	$ 22	$ (249)
UT	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ (92)	$ 2	$ (215)	$ 20	$ (307)	$ 22	$ (285)
CO	*NHPP/State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	BUILD/Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ (1,600)**	**$ -**	**$ 505**	**$ (66)**	**$ 153**	**$ (30)**	**$ (942)**	**$ (96)**	**$ (1,038)**

TOTAL PROJECT COST							
Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ 717	Federal	$ 3,395	Federal	$ 13,916	Federal	$ 18,028
State/Local	$ 180	State/Local	$ 320	State/Local	$ 2,047	State/Local	$ 2,547
Total	**$ 897**	**Total**	**$ 3,715**	**Total**	**$ 15,963**	**Total**	**$ 20,575**

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Four projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg, The Pope's Creek Trail - Trail Design in Charles County, and The MD 190 Fisher Avenue Streetscape. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Plan Revision:	26-14.2 (MDOT STIP)
Record Type:	Grouped
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	$8,520,251

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	$685,000	$404,000	$0	$0	$1,089,000
Preliminary Engineering	LOCAL	$172,000	$100,000	$0	$0	$272,000
Total Preliminary Engineering		$857,000	$504,000	$0	$0	$1,361,000
Construction	Earmark - CPF	$245,000	$1,358,414	$1,809,244	$1,378,648	$4,791,306
Construction	LOCAL	$61,000	$602,663	$907,211	$797,071	$2,367,945
Total Construction		$306,000	$1,961,077	$2,716,455	$2,175,719	$7,159,251
TIP Total		$1,163,000	$2,465,077	$2,716,455	$2,175,719	$8,520,251
Total Programmed		$1,163,000	$2,465,077	$2,716,455	$2,175,719	$8,520,251

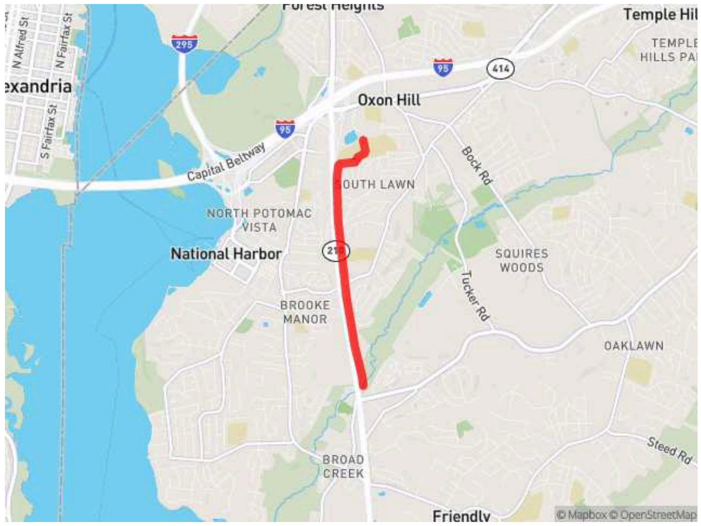
Current Change Reason:	Schedule / Funding / Scope- Update Programming Change, Adding Pope's Creek Trail - Trail Design and MD 190 Fisher Avenue Streetscape as component projects. Also, adding preliminary engineering and construction funds. due to Adding Pope's Creek Trail - Trail Design as a component project (adding $250,000 in earmark CPF and local funds for preliminary engineering). Adding MD 190 Fisher Avenue Streetscape as a component project (adding $761,000 in Earmark CPF and local funds for preliminary engineering and adding $5,409,251 in Earmark CPF and local funds for construction).
Project Changes:	Description changed from "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments." to "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Four projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg, The Pope's Creek Trail - Trail Design in Charles County, and The MD 190 Fisher Avenue Streetscape. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments."
Project Changes:	Plan Revision Name changed from "26-02.2 (MD)" to "26-14.2 (MDOT STIP)"
Funding Changes:	Earmark - CPF - Decrease funds in FY 2025 in PE from $70,000 to $0 + Increase funds in FY 2026 in PE from $210,000 to $685,000 + Increase funds in FY 2027 in PE from $0 to $404,000 + Increase funds in FY 2027 in CON from $596,000 to $1,358,414

Funding Changes:	+ Increase funds in FY 2028 in CON from $493,000 to $1,809,244 + Increase funds in FY 2029 in CON from $66,000 to $1,378,648
	LOCAL - Decrease funds in FY 2025 in PE from $17,000 to $0 + Increase funds in FY 2026 in PE from $53,000 to $172,000 + Increase funds in FY 2027 in PE from $0 to $100,000 + Increase funds in FY 2027 in CON from $149,000 to $602,663 + Increase funds in FY 2028 in CON from $124,000 to $907,211 + Increase funds in FY 2029 in CON from $16,000 to $797,071
Federal Project Cost:	Increased from $1,680,000 to $5,880,306 (250.02%)
Total Project Cost:	Increased from $2,100,000 to $8,520,251 (305.73%)
Component Projects Changes:	
Component Projects Changes:	C.Is Mapped has changed from None to No
Component Projects Changes:	C.Is Mapped has changed from None to No
Component Projects Changes:	C.Is Mapped has changed from None to No

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Plan Revision:	26-14.2 (MDOT STIP)
Record Type:	Discrete
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Estimated Completion Year:	2033
Total Cost:	$20,575,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	$0	$1,036,300	$1,039,138	$1,036,300	$3,111,738
Preliminary Engineering	DC/STATE	$103,000	$0	$0	$0	$103,000
Preliminary Engineering	LOCAL	$0	$34,775	$34,870	$34,776	$104,421
Preliminary Engineering	NHPP	$411,000	$0	$0	$0	$411,000
Total Preliminary Engineering		$514,000	$1,071,075	$1,074,008	$1,071,076	$3,730,159
Right of Way	BUILD	$0	$18,879	$230,315	$229,685	$478,879
Right of Way	LOCAL	$0	$1,642	$20,026	$19,973	$41,641
Total Right of Way		$0	$20,521	$250,341	$249,658	$520,520
Utility	BUILD	$0	$18,879	$230,315	$229,685	$478,879
Utility	LOCAL	$0	$1,642	$20,026	$19,973	$41,641
Total Utility		$0	$20,521	$250,341	$249,658	$520,520
-	BUILD	$0	$0	$0	$0	$0
-	DC/STATE	$0	$0	$0	$0	$0
-	LOCAL	$0	$0	$0	$0	$0
-	NHPP	$0	$0	$0	$0	$0
TIP Total		$514,000	$1,112,117	$1,574,690	$1,570,392	$4,771,199
Total Prior Costs		$0	$0	$0	$0	$1,411,000
Total Future Costs		$0	$0	$0	$0	$14,392,801
Total Programmed		$514,000	$1,112,117	$1,574,690	$1,570,392	$20,575,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Programming Change, Adding funds for PE and CO phases. Shifting funds in RW and UT phases with no increases. due to Adding funds for PE and CO phases. Shifting funds in RW and UT phases with no increases. Shifting fund sources for PE.
Project Changes:	Plan Revision Name changed from "26-13" to "26-14.2 (MDOT STIP)"
Funding Changes:	NHPP - Decrease funds in FY 2027 in PE from $418,934 to $0 - Decrease funds in FY 2028 in PE from $420,082 to $0 - Decrease funds in FY 2029 in PE from $418,934 to $0

Funding Changes:	- Decrease funds in FY 2030 in PE from $247,916 to $0 + Increase funds in FY 2030 in CON from $0 to $925,289 + Increase funds in FY 2031 in CON from $0 to $1,237,107 + Increase funds in FY 2032 in CON from $0 to $1,240,497 + Increase funds in FY 2033 in CON from $0 to $1,237,107
	DC/STATE - Decrease funds in FY 2027 in PE from $104,734 to $0 - Decrease funds in FY 2028 in PE from $105,021 to $0 - Decrease funds in FY 2029 in PE from $104,734 to $0 - Decrease funds in FY 2030 in PE from $61,980 to $0 + Increase funds in FY 2030 in CON from $0 to $231,322 + Increase funds in FY 2031 in CON from $0 to $309,277 + Increase funds in FY 2032 in CON from $0 to $310,124 + Increase funds in FY 2033 in CON from $0 to $309,277
	BUILD - Decrease funds in FY 2026 in PE from $1,600,000 to $0 + Increase funds in FY 2027 in PE from $0 to $1,036,300 - Decrease funds in FY 2027 in ROW from $39,000 to $18,879 - Decrease funds in FY 2027 in UT from $111,000 to $18,879 + Increase funds in FY 2028 in PE from $0 to $1,039,138 - Decrease funds in FY 2028 in ROW from $481,000 to $230,315 - Decrease funds in FY 2028 in UT from $445,000 to $230,315 + Increase funds in FY 2029 in PE from $0 to $1,036,300 - Decrease funds in FY 2029 in ROW from $480,000 to $229,685 - Decrease funds in FY 2029 in UT from $444,000 to $229,685 + Increase funds in FY 2030 in PE from $0 to $613,262 + Increase funds in FY 2030 in ROW from $0 to $229,685 - Decrease funds in FY 2030 in CON from $1,644,000 to $1,253,327 + Increase funds in FY 2030 in UT from $0 to $229,685 + Increase funds in FY 2031 in ROW from $0 to $211,436 - Decrease funds in FY 2031 in CON from $2,206,000 to $1,675,694

Funding Changes:	+ Increase funds in FY 2031 in UT from $0 to $211,436 - Decrease funds in FY 2032 in CON from $2,200,000 to $1,680,285 - Decrease funds in FY 2033 in CON from $2,200,000 to $1,675,694
	LOCAL + Increase funds in FY 2027 in PE from $0 to $34,775 + Increase funds in FY 2027 in ROW from $0 to $1,642 + Increase funds in FY 2027 in UT from $0 to $1,642 + Increase funds in FY 2028 in PE from $0 to $34,870 + Increase funds in FY 2028 in ROW from $0 to $20,026 + Increase funds in FY 2028 in UT from $0 to $20,026 + Increase funds in FY 2029 in PE from $0 to $34,776 + Increase funds in FY 2029 in ROW from $0 to $19,973 + Increase funds in FY 2029 in UT from $0 to $19,973 + Increase funds in FY 2030 in PE from $0 to $20,579 + Increase funds in FY 2030 in ROW from $0 to $19,973 - Decrease funds in FY 2030 in CON from $250,000 to $142,582 + Increase funds in FY 2030 in UT from $0 to $19,973 + Increase funds in FY 2031 in ROW from $0 to $18,386 - Decrease funds in FY 2031 in CON from $250,000 to $190,632 + Increase funds in FY 2031 in UT from $0 to $18,386 - Decrease funds in FY 2032 in CON from $250,000 to $191,154 - Decrease funds in FY 2033 in CON from $250,000 to $190,632
Federal Project Cost:	Increased from $14,894,866 to $18,029,000 (21.04%)
Total Project Cost:	Increased from $16,657,335 to $20,575,000 (23.52%)

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
BUILD	$0	$0	$0	$1,074,058	$1,074,058	$0	$1,499,768	$1,499,768	$0	$1,495,670	$1,495,670	$0
Earmark - CPF	$930,000	$930,000	$0	$1,762,414	$1,762,414	$0	$1,809,244	$1,809,244	$0	$1,378,648	$1,378,648	$0
NHPP	$411,000	$411,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$1,341,000	$1,341,000	$0	$2,836,472	$2,836,472	$0	$3,309,012	$3,309,012	$0	$2,874,318	$2,874,318	$0